2006

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 131

City of Chesapeake

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondary Route	

Special Routes

Bus	Bus - Business Route	
[29]	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - Wye Route connector	
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- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

# 2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			or Chesape					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		CL Suffolk													
(13) (58) (460) Military Highway	City of Chesapeake (Maint: 64	) 2.41	69000	Α	91%	0%	1%	1%	6%	0%	С	0.095	Α	0.583	72000	Α
<del></del>	Ta- From:		I-664				$\Box$									
(13) (58) (460)	City of Chesapeake (Maint: 64		11000	F	91%	0%	1%	1%	6%	0%	F	0.099	F	0.530	12000	F
<del>*</del> * * *	To: From:		Bus US 13 S 58; SR 191	1												
(13) (460) (191)	City of Chesapeake	0.18	6800	G	89%	1%	3%	2%	4%	0%	F	0.108	F	0.587	7400	G
	Tou	SR 191	I, S Military	Hwv												
13 460 Military Highway	City of Chesapeake	0.45	5800	G	89%	1%	3%	2%	4%	0%	F	0.123	F	0.583	6400	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	5800	G								0.123	F	0.583	NA	
	To:	Ramp fron	n I-664; Sha	efer Av	e											
13 460 Military Highway	City of Chesapeake	1.37	I-64 <b>17000</b>	G	98%	0%	1%	1%	0%	0%	F	0.112	F	0.541	18000	G
(13) (460) Military Highway	City of Chesapeake					070	1 /0	1 /0	070	076	'	0.112	'	0.541	10000	G
13 460 Military Highway	City of Chesapeake	US 17 Geo 1.01	orge Washing	gton Hv G	^{/y} 98%	0%	1%	1%	0%	0%	F	0.118	F	0.533	21000	G
(13) (460) Military Highway	Only of Officsapeance				3070	070	170	1 70	070	070	•	0.110	'	0.555	21000	Ü
13 460 Military Highway	City of Chesapeake	2.20	196 Canal D 32000	Or A	98%	0%	1%	1%	0%	0%	С	0.13	Α	0.506	36000	Α
(13) (460) Military Highway	ony or orresapeane				3070	070	170	1 70	070	070	O	0.13	^	0.500	30000	^
13 Military Highway	City of Chesapeake	SR 166 0.31	Bainbridge 30000	Blvd <b>G</b>	98%	0%	1%	1%	0%	0%	F	0.099	F	0.535	32000	G
(13) Military Highway	ony or orresapeane	0.51			3070	070	170	1 /0	070	070	•	0.000	'	0.555	32000	O
Military Highway	City of Changanaka	0.78	I-464 <b>29000</b>	G	98%	0%	1%	1%	0%	0%	F	0.102	F	0.57	32000	G
(13) Military Highway	City of Chesapeake				90%	0%	170	170	0%	0%	г	0.102	Г	0.57	32000	G
NATIONAL LINE	To: From:		mpostella R		000/	00/	40/	40/	00/	00/		0.000	_	0.550	20000	
Military Highway	City of Chesapeake	0.65	28000	G	98%	0%	1%	1%	0%	0%	F	0.096	F	0.552	30000	G
~~~	To: From:		Battlefield		070/	407		40/	407	201		0.400	_	0.500	00000	_
(13) Military Highway	City of Chesapeake	0.72	30000	G	97%	1%	1%	1%	1%	0%	F	0.103	F	0.562	33000	G
ACC AND A DESCRIPTION OF THE PROPERTY OF THE P	To: From:		Allison Dr		070/	40/		40/	40/	00/	_	0.404	_	0.550	00000	
Military Highway	City of Chesapeake	0.41	30000	G	97%	1%	1%	1%	1%	0%	С	0.104	F	0.558	33000	G
~~~	Ta: From:		eenbrier Pkw	_		407			401				_			
Military Highway	City of Chesapeake	1.67	32000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.519	35000	G
•	Town		Virginia Bea													
17 George Washington Hwy	City of Chesapeake	North C 3.58	Carolina State 12000	E Line F	93%	0%	1%	1%	5%	0%	С	0.093	В	0.66	12000	F
George Washington Hwy	City of Chesapeake				JJ /0	0 /0	1 /0	1 /0	J/0	U /0	C	0.033	ט	0.00	12000	Г
17 George Washington Hwy	To:	131-87 6.71	796 Ballahac 12000	k Rd <b>G</b>	93%	0%	1%	1%	5%	0%	F	0.078	F	0.648	12000	G
George Washington Hwy	City of Chesapeake					U70	1 70	1 70	570	U 70	r	0.076	r	0.040	12000	G
Carl Dominion Plud	City of Change and a	BUS US 17 C				00/	10/	10/	20/	00/	F	0.076	F	0.620	11000	-
Dominion Blvd	City of Chesapeake	3.86	10000	G	95%	0%	1%	1%	2%	0%	۲	0.076	Г	0.620	11000	G
C Paradicina Bl. 1	To- From:		165 Cedar R		0501	001		407	00.1	001		0.005		0.505	04000	
[17] Dominion Blvd	City of Chesapeake	0.94	30000	A	95%	0%	1%	1%	2%	0%	С	0.085	Α	0.595	31000	Α
-	10.	SK 166	Bainbridge	piva												

## 2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		Oity o	or Criesapi	oarto				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 166	5 Bainbridge	Blvd			27 0.10	0171010	TTTGII	ZIIGII		1 40101		1 40101		
17 Dominion Blvd	City of Chesapeak		27000	G	95%	0%	1%	1%	2%	0%	F	0.073	F	0.625	29000	G
	To:	SR 190	Great Bridge	e Blvd												
(17)	From: City of Chesapeak		41000	G	95%	0%	1%	1%	2%	0%	F	0.082	F	0.715	44000	G
	To		ak Grove Co													
(17) (464)	City of Chesapeake (Ma		ak Glove Co	onnecto		See I-46	64 for dir	ectional	traffic v	olume es	stimate	es for this	sear	ment		
17) 464)	Combined Traffic Estimates for 2 Parallel Ro	,	53000	F	95%	0%	1%	1%	2%	0%	F	0.078	F	0.681	60000	F
	To:	caanayo on ano moato.	I-64		0070	0,0	Ť	. 70	_,0	0,0	•	0.0.0	•	0.00	00000	•
~ ~	From		I-464													
(17) (64)	City of Chesapeake (Ma	•					4 for dire				timate	s for this	segn	nent.		
$\longrightarrow$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	71000	F	91%	1%	1%	2%	6%	0%	F	0.086	F	0.572	76000	F
~~~	To- From:		I-64													
(17) George Washington Hwy	City of Chesapeak	ke 0.90	24000	G	96%	1%	1%	1%	1%	0%	F	0.085	F	0.511	24000	G
<u> </u>	To: From:	US 13; U	S 460 Milita	ary Hw	7											
(17) George Washington Hwy	City of Chesapeak	ke 1.00	16000	G	96%	1%	1%	1%	1%	0%	С	0.082	F	0.599	16000	G
<u> </u>	Tax	SR	196 Canal R	Rd												
(17) George Washington Hwy	City of Chesapeak	ke 0.63	28000	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.611	28000	G
	To:		L Portsmout													
Wastens Branch Blad	From:		CL Portsmou		000/	00/		00/	007	00/	_	0.004	_	0.500	00000	_
(17) Western Branch Blvd	City of Chesapeak	ke 0.69	22000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.522	23000	G
~	To: From:		4 Churchlan													
(17)	City of Chesapeak		24000	Α	99%	0%	0%	0%	0%	0%	С	0.098	Α	0.549	25000	Α
~	10:		ECL Suffolk													
Bus	Frum:		Dominion 1		2001	00/		407	5 07	00/	_	0.400	_	0.700	4000	_
(17) George Washington Hwy	City of Chesapeak	ke 4.07	4200	G	93%	0%	1%	1%	5%	0%	F	0.103	F	0.706	4300	G
Bus	To: From:	SR	165 Cedar F	Rd												
George Washington Hwy	City of Chesapeak	ke 1.19	26000	G	93%	0%	1%	1%	5%	0%	F	0.076	F	0.534	26000	G
	To:		I-64													
	From:	I	ECL Suffolk													
58 (13) (460) Military Highway	City of Chesapeake (Ma	aint: 64) 2.41	69000	Α	91%	0%	1%	1%	6%	0%	С	0.095	Α	0.583	72000	Α
	To-		I-664													
(58) (13) (460)	City of Chesapeake (Ma	aint: 64) 0.64	11000	F	91%	0%	1%	1%	6%	0%	F	0.099	F	0.530	12000	F
33 (3) (40)	Ta	SR 191 Jolliff R	d. HC 12 M	ilitory L	li obyvov											
ALT	From:					_					_					_
58 460 Airline Blvd	City of Chesapeak		8100	G	96%	1%	1%	0%	1%	0%	С	0.091	F	0.552	8900	G
	To:		CL Portsmou													
East (64)	From:		Virginia Be		0001	001		407	001	001	_	0.000			00000	
64)	City of Chesapeake (Ma		63000	A	96%	0%	0%	1%	2%	0%	F	0.098	Α		69000	A
~	Combined Traffic Estimates for 2 Parallel Ro	•		F	97%	0%	0%	1%	2%	0%	F	NA			132000	F
	16:	Gree	enbrier Parky	vay												

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	ıck			K		Dir		_
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
ast	From:	Gr	eenbrier Park	way												_
East 64)	City of Chesapeake	(Maint: 64) 1.49	57000	G	96%	0%	0%	1%	2%	0%	F	0.084	F		59000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	110000	G	97%	0%	0%	1%	2%	0%	F	0.077	F	0.517	117000	
inet	Ta: From:	SR 1	68 Battlefiel	d Blvd												
East 64	City of Chesapeake	(Maint: 64) 1.22	45000	F	96%	0%	0%	1%	2%	0%	F	0.071	F		49000	
04)	Combined Traffic Estimates for 2 Paralle	,		F	97%	0%	0%	1%	2%	0%	F	0.077	F	0.618	108000	
	Tax	, , , , , , , , , , , , , , , , , , ,	I-464													
ast	From:	(Mainta CA) 4 24			040/	40/	40/	00/	C 0/	00/	_	0.000	_		20000	
64 (17)	City of Chesapeake	,	35000	F	91%	1%	1%	2%	6%	0%		0.082	F	0.570	38000	
	Combined Traffic Estimates for 2 Paralle	,		F	91%	1%	1%	2%	6%	0%	Г	0.086	г	0.572	76000	
ast	To: From:	US 17 G	eorge Washii	ngton Hv	vy											
east 64	City of Chesapeake	(Maint: 64) 1.46	34000	F	91%	1%	1%	2%	6%	0%	F	0.084	F		37000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	69000	F	91%	1%	1%	2%	6%	0%	F	0.086	F	0.513	74000	
act	Ta: From:	US 13, U	S 460 Milita	ry Highw	/ay											_
ast 64)	City of Chesapeake	(Maint: 64) 2.31	38000	В	91%	1%	1%	2%	6%	0%	С	0.101	Α		40000	
	Combined Traffic Estimates for 2 Paralle		74000	В	91%	1%	1%	2%	6%	0%	С	0.1	Α	0.53	79000	
	То:		I-264, I-664	ļ												
est	From:	WC	L Virginia E	Beach												
34)	City of Chesapeake	(Maint: 64) 0.89	57000	F	97%	0%	0%	1%	2%	0%	F	0.080	F		63000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	120000	F	97%	0%	0%	1%	2%	0%	F	NA			132000	
ant	Ta: From:	Gr	eenbrier Park	way												_
est	City of Chesapeake	(Maint: 64) 1.78	53000	F	97%	0%	0%	1%	2%	0%	F	0.086	F		58000	
94)	Combined Traffic Estimates for 2 Paralle	,		G	97%	0%	0%	1%	2%	0%	F	0.077	F	0.517	117000	
	Ta.		68 Battlefiel		0.70			.,,	_,,	0,0	•	0.0		0.0		
/est	From:															
168	City of Chesapeake	,	53000	N	97%	0%	0%	1%	2%	0%	N	0.088	N		59000	
	Combined Traffic Estimates for 2 Paralle	! Roadways on this Route	US 17	N	97%	0%	0%	1%	2%	0%	N	NA			108000	
est	From:	SR 1	68 Battlefiel	d Blvd												_
	City of Chesapeake	(Maint: 64) 0.49	53000	F	97%	0%	0%	1%	2%	0%	F	0.088	F		59000	
64 <i>)</i>				_	97%	0%	0%	1%	2%	0%	F	0.077	F	0.618	108000	
64)	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	98000	F	91 /0	0,0	0 70	1 /0		0 / 0	•					
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route	: 98000	F	91 /6	070		170		070						_
est	To: From:		I-464								· 	0.089	F		37000	
Test	To-From: City of Chesapeake	(Maint: 64) 0.41	I-464 35000	F	91%	1%	1%	2%	5%	0%	F F	0.089 NA	F		37000 75000	
/est	To: From:	(Maint: 64) 0.41 el Roadways on this Route	I-464 35000 : 70000	F F							F F	0.089 NA	F		37000 75000	
/est	City of Chesapeake Combined Traffic Estimates for 2 Paralle	(Maint: 64) 0.41 el Roadways on this Route SR 19	I-464 35000 : 70000 0 Great Brid	F F ge Blvd	91% 91%	1% 1%	1% 1%	2% 2%	5% 6%	0% 0%	F F	NA	F		75000	
/est (17)	To-From: City of Chesapeake	(Maint: 64) 0.41 el Roadways on this Route	I-464 35000 : 70000 0 Great Brid 36000	F F	91%	1%	1%	2%	5%	0%	F F		F	0.572		

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Deute	Linta de co	1	AADT		4 T :c	D		Tru	ck		00	K	OK	Dir	A A)A/DT	
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q١
Vest	From:		eorge Washi		-											
64	City of Chesapeake	` '	35000	F	91%	1%	1%	2%	5%	0%	F	0.089	F		37000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	69000	F	91%	1%	1%	2%	6%	0%	F	0.086	F	0.513	74000	F
Vest	To: From:	US 13,	US 460 Mil	itary Hwy	7											
64	City of Chesapeake	(Maint: 64) 1.65	36000	Α	91%	1%	1%	2%	5%	0%	С	0.103	Α		38000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	74000	В	91%	1%	1%	2%	6%	0%	С	0.1	Α	0.53	79000	-
	To:	Í	I-264, I-664	4												
	From:	BUS US 17	George Wa	shington	Hwy											
165) Cedar Rd	City of Chesa	peake 2.40	12000	G	96%	1%	1%	1%	0%	0%	С	0.106	F	0.514	13000	(
<u> </u>	To:		West Rd				\lnot \vdash									
165)Cedar Rd	City of Chesa	peake 1.29	13000	G	96%	1%	1%	1%	0%	0%	F	0.106	F	0.579	14000	(
	Tax	US 17: S	R 104 Dom	inion Bly	rd											
165)Cedar Rd	City of Chesa		24000	G	97%	1%	1%	1%	1%	0%	С	0.085	F	0.521	26000	(
100)	To		lls Mill Rd													
165) Cedar Rd	City of Chesa		25000	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.566	27000	
65 Occai No	Only of Official				31 70	170	1 70	1 70	170	070	•	0.007	'	0.500	27000	
Coder Dd	From		98 Bells Mil		070/	40/	40/	40/	40/	00/	F	0.000	F	0.550	07000	
Cedar Rd	City of Chesa	peake 1.73	25000	G	97%	1%	1%	1%	1%	0%	г	0.083	г	0.559	27000	
Bus	To: From:	Bus SR	168 Battlef	ield Blvd												
165) (168) Battlefield Blvd	City of Chesa	peake 0.26	33000	G	96%	1%	2%	1%	1%	0%	С	0.078	F	0.565	36000	
	To:	RUSSI	R 168 Battle	field Rlv	1											
165) Mt Pleasant Rd	City of Chesa		18000	G	96%	1%	1%	1%	1%	0%	F	0.101	F	0.581	20000	
103)	T.,					.,,		.,,	.,0	0,0	•	0	•	0.00		
Mt Discount Dd	From: City of Chesa		Great Bridg		96%	1%	10/	10/	40/	00/		0.404	F	0.500	10000	
Mt Pleasant Rd	City of Criesa	peake 2.57	17000	G	96%	1%	1%	1%	1%	0%	С	0.101	г	0.502	19000	
	To: From:		66 Centervil										_			
Mt Pleasant Rd	City of Chesa	peake 4.53	9900	G	96%	0%	2%	1%	1%	0%	С	0.106	F	0.519	11000	(
<u> </u>	To: From:		7 Fentress A													
165) Mt Pleasant Rd	City of Chesa		9800	G	96%	0%	2%	1%	1%	0%	F	0.12	F	0.610	11000	(
<u> </u>	To-	WC	L Virginia I	Beach												
	From:		R 104 Dom													
166) Bainbridge Blvd	City of Chesa	peake 2.05	4600	G	90%	1%	2%	3%	4%	0%	F	0.118	F	0.703	5200	(
<u> </u>	To: From:	SR 19	0 Great Brid	lge Blvd												
166) Bainbridge Blvd	City of Chesa		8100	G	90%	1%	2%	3%	4%	0%	С	0.095	F	0.511	9200	(
\sim	Tax	US	13 Military	Hwv			\neg \sqsubseteq									
166) (460) Bainbridge Blvd	City of Chesa		10000	G	96%	0%	1%	1%	2%	0%	F	0.097	F	0.505	11000	(
	To															
166)(460)Bainbridge Blvd	City of Chesa	neake 1.25	Freeman Av	G G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.526	12000	(
166 A60 Bainbridge Blvd	City of Chesa _l		Chesapeake		<i>3</i> 0 /0	0 /0	1 /0	1 /0	∠ /0	U /0	-	0.000	-	0.320	12000	,

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		sapeake Dr												
166 (460) Bainbridge Blvd	City of Chesapeake		8300 G	96%	0%	1%	1%	2%	0%	С	0.085	F	0.558	9100	G
	To: From:		Poindexter St bridge Blvd												
166 (460) Poindexter St	City of Chesapeake		8900 G	95%	1%	1%	1%	2%	0%	С	0.091	F	0.618	9700	G
166 A60 Poindexter St	Oity of Officsapeare			3370	1 /0	170	170	270	070	O	0.001	'	0.010	3700	
200-1-01-01	From:		iberty St	050/	40/	40/	40/	00/	00/		0.400	_	0.000	0.400	_
166 460 22nd Street	City of Chesapeake		5900 G	95%	1%	1%	1%	2%	0%	F	0.108	F	0.696	6400	G
	- 1		L Norfolk			<u> </u>									
Daylatial Disa	City of Olyana and an alian		rolina State Line	000/	00/	40/	00/	407	00/	_	0.470	^	0.500	04.000	
168 Battlefield Blvd	City of Chesapeake	1.79 2	23000 A	96%	0%	1%	2%	1%	0%	С	0.172	Α	0.538	21000	Α
	To- From:	Bus SR 168 Battle	efield Blvd; Gallb	ush Rd											
168) Chesapeake Expressway	City of Chesapeake (Maint: To	OL) 2.92 1	13000 F	96%	0%	1%	2%	1%	0%	F	0.080	F	0.604	12000	F
<u> </u>	Tou	Bus SR 168 Battlefield	l Blvd; Near India	n Creek R	d										
168 Chesapeake Expressway	City of Chesapeake (Maint: To	OL) 2.94 1	13000 F	96%	0%	1%	2%	1%	0%	F	0.078	F	0.602	12000	F
	Toc	Hill	crest Pkwy												
168) Chesapeake Expressway	City of Chesapeake (Maint: T		27000 F	96%	0%	1%	2%	1%	0%	F	0.083	F	0.611	25000	F
168) 5110004500110 2741000110)	eny er emesapeane (maini r				0,0		_,,	.,,	0,0	•	0.000	•	0.0	20000	·
Croot Bridge Byroos	City of Chesapeake		Toll Road F	96%	0%	1%	2%	1%	0%	F	0.083	F	0.611	25000	F
Great Bridge Bypass	City of Criesapeake	1.70 2	27000 F	90%	0%	1 70	270	170	0%	Г	0.063	Г	0.611	23000	Г
	To- From:		8 Battlefield Blvd												
168 Great Bridge Bypass	City of Chesapeake	0.20 2	24000 G	96%	0%	1%	2%	1%	0%	F	0.082	F	0.557	22000	G
<u> </u>	To: From:	Har	ınbury Rd												
168) Great Bridge Bypass	City of Chesapeake	1.50 4	41000 G	96%	0%	1%	2%	1%	0%	F	0.091	F	0.764	38000	G
\smile	To-	SR 165 N	Mt Pleasant Rd												
168 Great Bridge Bypass	City of Chesapeake		66000 G	96%	0%	1%	2%	1%	0%	F	0.089	F	0.68	60000	G
3 /	Tac	Due CD 169	8 Battlefield Blvd												
168) Oak Grove Connector	City of Chesapeake		61000 G	96%	0%	1%	2%	1%	0%	F	0.084	F	0.683	56000	G
168) Sait Grave Sermioster	only of officeapound	1.02		0070	070		270	170	070	•	0.001	•	0.000	00000	
	City of Change and America	24) 0.00	I-64		C I C	4 60 0 01:0				4°	- f th:-				
168 64	City of Chesapeake (Maint: 6	*									s for this	segn	ient.	400000	
	Combined Traffic Estimates for 2 Parallel Roadwa		98000 N 54; US 17	97%	0%	0%	1%	2%	0%	N	NA			108000	١
	From:	1-0	I-64												
168 Battlefield Blvd	City of Chesapeake	0.82 4	40000 F	96%	0%	1%	1%	2%	0%	С	0.104	F	0.55	40000	F
	Too	110 12 1	Military Hwy												
168) Battlefield Blvd	From: City of Chesapeake		23000 G	96%	0%	1%	1%	2%	0%	F	0.083	F	0.564	25000	G
108 Battlelield Divd	City of Chesapeake			30 /0	070	1 /0	1 /0	2/0	0 /0	'	0.003	'	0.504	20000	
	From		postella Rd	0601	001		401	oc :	051		0.655	_	0.611	4=000	
168 Atlantic Ave	City of Chesapeake	0.42 1	16000 G	96%	0%	1%	1%	2%	0%	F	0.098	F	0.644	17000	G
<u>~</u>	To: From:	Prov	vidence Rd												
168 Atlantic Ave	City of Chesapeake	1.16 1	19000 G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.612	20000	G
	То:	Old Atl	lantic Avenue												

		City of Chesapeake												
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
1.00.0	Cancalona		11110	Buo	2Axle	3+Axle	1Trail	2Trail		Factor	٠.,	Factor	,,,,,,	
168 Atlantic Ave	City of Chesapeake	Old Atlantic Avenue 0.39 12000 G	96%	0%	1%	1%	2%	0%	F	0.097	F	0.717	13000	G
168) Auditue Ave	Tree Tree		3070	070	170	1 70	270	070	•	0.007	'	0.717	13000	O
168)	City of Chesapeake	SR 246 Liberty Rd 0.35 20000 G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.651	21000	G
168)	To:	SCL Norfolk	3070	070	170	170	270	070	•	0.000		0.001	21000	
Bus	From:	SR 168 Chesapeake Expressway; Battl	efield Blvo	1										
168 Battlefield Blvd	City of Chesapeake	2.70 12000 G	96%	0%	1%	2%	1%	0%	F	0.089	F	0.622	14000	G
Bus	To- From:	Indian Creek Rd												
168 Battlefield Blvd	City of Chesapeake	1.55 15000 G	96%	0%	1%	2%	1%	0%	F	0.089	F	0.578	17000	G
1009	Tac	Centerville Tpke												
Bus 168 Battlefield Blvd	City of Chesapeake	3.78 17000 G	96%	0%	1%	2%	1%	0%	F	0.1	F	0.517	19000	G
168 Battleffeld Blvd	City of Chesapeake		90 /0	076	1 /0	2/0	1 /0	0 /6	Г	0.1		0.517	19000	G
Bus	From:	Great Bridge Bypass												
168 Battlefield Blvd	City of Chesapeake	0.28 7700 G	96%	1%	2%	1%	1%	0%	F	0.099	F	0.503	8400	G
Bus	To- From:	131-8802 Hanbury Rd												
168) Battlefield Blvd	City of Chesapeake	1.70 15000 G	96%	1%	2%	1%	1%	0%	F	0.083	F	0.533	16000	G
Bus	To: From:	SR 165 S, Mount Pleasant Rd, Johns	stown Rd											
168 (165) Battlefield Blvd	City of Chesapeake	0.26 33000 G	96%	1%	2%	1%	1%	0%	С	0.078	F	0.565	36000	G
\bigcirc	Tax	SR 165 North; Cedar Road												
Bus 168 Battlefield Blvd	City of Chesapeake	1.24 34000 G	96%	1%	2%	1%	1%	0%	F	0.081	F	0.627	37000	G
168) Battleffeld Biva	To-		3070	170	270	170	170	070	•	0.001	•	0.027	07000	Ŭ
Bus	From:	SR 190 Great Bridge Blvd				407			_		_			_
168 Battlefield Blvd	City of Chesapeake	0.17 36000 G	96%	1%	2%	1%	1%	0%	F	0.086	F	0.522	40000	G
Bus	To- From:	SR 168 Great Bridge Bypass	S											
168 Battlefield Blvd	City of Chesapeake	2.72 45000 G	96%	1%	2%	1%	1%	0%	F	0.084	F	0.615	50000	G
	To	I-64; SR 168												
190 Great Bridge Blvd	City of Chesapeake	SR 166 Bainbridge Blvd 0.83 5100 G	86%	2%	2%	7%	3%	0%	С	0.098	F	0.521	5600	G
190 Great Bridge Bivd	City of Chesapeake		00%	270	270	1 70	3%	0%	C	0.096	Г	0.521	3600	G
(190) Great Bridge Blvd	City of Chesapeake	131-8763 Campostella Rd 0.30 9800 G	86%	2%	2%	7%	3%	0%	F	0.092	F	0.562	11000	G
190) Sreat Bridge Biva	Oity of Officsapeake		0070	270	270	7 70	370	070	•	0.032	'	0.502	11000	J
190 Great Bridge Blvd	City of Chesapeake	I-64 0.26 13000 G	96%	1%	1%	1%	0%	0%	F	0.091	F	0.555	14000	G
190) 5.531 5.1095 5.10	The Table			1,73		1,0	0,0	0,0	•	0.001		3.000		
Great Bridge Blvd	City of Chesapeake	US 17; SR 104 Dominion Blv 2.34 12000 G	96%	1%	1%	1%	0%	0%	С	0.101	F	0.619	13000	G
	To:	Bus SR 168 Battlefield Blvd									· ·			
190) Kempsville Rd	City of Chesapeake	0.48 23000 G	97%	0%	1%	1%	0%	0%	F	0.096	F	0.615	26000	G
100	То:	Clearfield Ave												_

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			or Chesape					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	C	learfield Ave													
₁₉₀)Kempsville Rd	City of Chesapeake	0.81	26000	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.533	29000	(
<u> </u>	To- From:	G ₁	eenbrier Pkwy	y												
190) Kempsville Rd	City of Chesapeake	1.81	17000	G	99%	0%	1%	0%	0%	0%	F	0.100	F	0.514	18000	(
<u> </u>	To:		Volvo Pkwy													
190) Kempsville Rd	City of Chesapeake	0.49	30000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.568	33000	
	To:	WC	L Virginia Bea	ach												
	From:	SR 19	1, S Military F	Hwv												
91) (13) (460)	City of Chesapeake	0.18	6800	G	89%	1%	3%	2%	4%	0%	F	0.108	F	0.587	7400	
97 (9) (40)	To:	AI	RLINE BLVD)												
	From:		58 Airline Blv										_			
91 Jolliff Rd	City of Chesapeake	2.22	2900	G	96%	1%	2%	1%	0%	0%	С	0.152	F	0.710	3100	
	Ta- From:	Do	ock Landing Ro	d												
91) Joliff Rd	City of Chesapeake	0.91	2800	G	98%	0%	1%	0%	0%	0%	С	0.118	F	0.521	3000	
<u> </u>	To:	SR 33'	7 Portsmouth I	Blvd												
_	From:	US	13 Military Hv	wy												
96) Canal Dr	City of Chesapeake	0.96	14000	G	97%	0%	1%	1%	0%	0%	С	0.104	F	0.572	15000	
<u> </u>	To:	US 17 Ge	orge Washingt	ton Hw	у											
	From:		US 460													
46 Liberty St	City of Chesapeake	0.39	8900	G	96%	1%	1%	1%	2%	0%	С	0.086	F	0.518	9700	
<u> </u>	To: From:	I	atham Street													
Liberty St	City of Chesapeake	0.37	5800	G	96%	1%	1%	1%	2%	0%	F	0.09	F	0.501	6300	
<i></i>	To:	SR 16	8 Campostella	a Rd												
ast	From:		I-64; I-664													
east 164	City of Chesapeake (Maint:	64) 1.10	26000	F	95%	0%	1%	1%	3%	0%	F	0.105	F		28000	
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	52000	F	95%	0%	1%	1%	3%	0%	F	NA			55000	
	To:	Wo	CL Portsmouth	h												
Vest	From:		I-64; I-664													
264)	City of Chesapeake (Maint:	64) 1.17	26000	F	95%	0%	1%	1%	3%	0%	F	0.105	F		27000	
	Combined Traffic Estimates for 2 Parallel Roads			F	95%	0%	1%	1%	3%	0%	F	NA			55000	
	To:	We	CL Portsmouth	h												
	From:	Ţ	ECL Suffolk													
Portsmouth Blvd	City of Chesapeake	0.72	13000	G	95%	1%	1%	2%	2%	0%	С	0.083	F	0.553	14000	
<u> </u>	To- From:	SF	R 191 Joliff Rd	i			<u> </u>									
$\overline{}$	City of Chesapeake	0.68	17000	G	95%	1%	1%	2%	2%	0%	F	0.078	F	0.545	18000	
337 / Portsmouth Blvd			I-664													
Portsmouth Blvd	To:															
Portsmouth Blvd	City of Chesaneake	0.60		G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.546	39000	
Portsmouth Blvd Portsmouth Blvd	City of Chesapeake	0.60	36000	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.546	39000	
<u> </u>	City of Chesapeake City of Chesapeake Too Too Too Too Too Too Too T				98%	0%	1% 	0%	1% 1%	0%	F C	0.083	F	0.546	39000 27000	

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		City t	of Chesape	аке												
Route	Jurisdiction	l enath	AADT	QA	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	. 🗥
Noute	Juliaultion	Lengui	AADI	α Λ	71116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIL	Factor	771101	٩
	From:		Taylor Rd													
337) Portsmouth Blvd	City of Chesapeake	0.24	31000	G	98%	0%	1%	0%	1%	0%	F	0.08	F	0.518	34000	G
\smile	To:	Do	ck Landing Ro	d												
337) Portsmouth Blvd	City of Chesapeake	0.49	32000	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.543	35000	G
337) Torismodili Biva	To:		CL Portsmouth		3070	070		070	170	070	•	0.004	•	0.010	00000	
	From:		CL Portsmouth													
337 Jordan Bridge	City of Chesapeake (Maint: TC		6700	N	96%	1%	1%	0%	1%	0%	Ν	0.123	Ν	0.585	7200	Ν
337	, , , , , , , , , , , , , , , , , , , ,	<u> </u>														
Deit dantes Officer	From:		uthority Boun	_	000/	40/	40/	00/	40/	00/	_	0.400	_	0.505	7000	F
337 Poindexter Street	City of Chesapeake	0.11	6700	F	96%	1%	1%	0%	1%	0%	F	0.123	F	0.585	7200	ŀ
<u> </u>	To: From:		I-464				_									
337 Poindexter St	City of Chesapeake	0.56	12000	G	96%	1%	1%	0%	1%	0%	F	0.089	F	0.575	14000	
	To:	US 46	0 Bainbridge I	Blvd												
_	From:	US 4	60; Poindexter	r St												
337 Bainbridge Blvd	City of Chesapeake	0.74	2000	G	96%	1%	1%	0%	1%	0%	F	0.097	F	0.699	2200	
\bigcirc	To:	Ç	SCL Norfolk													
	From:	I	ECL Norfolk													
407) Indian River Rd	City of Chesapeake	0.71	24000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.561	26000	(
407)																
	From		Oaklette Ave	_	000/	00/		201	407	00/	_	0.000		0.500	00000	
107 Indian River Rd	City of Chesapeake	0.90	29000	G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.523	32000	(
<u> </u>	10:	WCI	L Virginia Bea	ach												
~~~ ~~~	From:	]	ECL Suffolk													
460 \ \ 58 \ \ \ 13 \ Military Highway	City of Chesapeake (Maint: 6	4) 2.41	69000	Α	91%	0%	1%	1%	6%	0%	С	0.095	Α	0.583	72000	F
$\sim$	To:		I-664													
100 (50)	City of Chesapeake (Maint: 6	4) 0.64	11000	F	91%	0%	1%	1%	6%	0%	F	0.099	F	0.530	12000	F
460 (58) (13)	Only of Officsapeane (Maint. O	<u> </u>		•	3170	070	1 70	1 70	070	070	'	0.000	•	0.550	12000	•
~~~	From:		S 58; SR 191													
460 \ \ 13 \ \ 191 \	City of Chesapeake	0.18	6800	G	89%	1%	3%	2%	4%	0%	F	0.108	F	0.587	7400	(
\$ \$ 0	To-	SR 19	1, S Military I	Hwv												
460 13 Military Highway	City of Chesapeake	0.45	5800	Ğ	89%	1%	3%	2%	4%	0%	F	0.123	F	0.583	6400	
100) (10)	ombined Traffic Estimates for 2 Parallel Roadwa	avs on this Route	5800	G								0.123	F	0.583	NA	
3.	To:	•	Military Hwy									0.120	•	0.000	1471	
	From:		I-64													
460 (13) Military Highway	City of Chesapeake	1.37	17000	G	98%	0%	1%	1%	0%	0%	F	0.112	F	0.541	18000	
	Tool	110 17 0	XX7 1													
Military I lighway	City of Character		orge Washingt		_	00/	10/	10/	00/	00/	F	0.440		0.522	24,000	,
460 (13) Military Highway	City of Chesapeake	1.01	19000	G	98%	0%	1%	1%	0%	0%	۲	0.118	F	0.533	21000	C
	To: From:	SR	R 196 Canal Di	r												
460 13 Military Highway	City of Chesapeake	2.20	32000	Α	98%	0%	1%	1%	0%	0%	С	0.13	Α	0.506	36000	P
	To:	N	Military Hwy													
	From:	US	13 Military Hv	wy												
460 166 Bainbridge Blvd	City of Chesapeake	0.74	10000	G	96%	0%	1%	1%	2%	0%	F	0.097	F	0.505	11000	C
	To:	F	Freeman Ave													

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		Oily (or Cnesape	Jako				Trι	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	F	reeman Ave					017.040				. 4010.				
160 (166) Bainbridge Blvd	City of Chesapea	ake 1.25	11000	G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.526	12000	(
\sim	To- From:	Ch	esapeake Av	e												
460 166 Bainbridge Blvd	City of Chesapea	ake 0.81	8300	G	96%	0%	1%	1%	2%	0%	С	0.085	F	0.558	9100	(
\sim	To:		37 Poindexte													
460 166 Poindexter St	City of Chesapea		inbridge Blv 8900	G G	95%	1%	1%	1%	2%	0%	С	0.091	F	0.618	9700	(
160 (166) 1 Ollidexiel Ot	Only of Official	unc 0.50			3370	170	170	1 70	270	070	O	0.051	'	0.010	3700	
160 (166) 22nd Street	City of Chesapea	ake 0.39	Liberty St 5900	G	95%	1%	1%	1%	2%	0%	F	0.108	F	0.696	6400	(
160 22nd Street	To:		SCL Norfolk	<u> </u>	3070	170		170	270	070	•	0.100	•	0.000	0400	
ALT	From:		Joliff Rd													
460 58 Airline Blvd	City of Chesapea	ake 1.72	8100	G	96%	1%	1%	0%	1%	0%	С	0.091	F	0.552	8900	(
	To:		CL Portsmou	th												
orth	From:	U	S 17; SR 168	3												
164 (17)	City of Chesapeake (M	Maint: 64) 0.14	25000	F	95%	0%	1%	1%	2%	0%	F	0.122	F		28000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	53000	F	95%	0%	1%	1%	2%	0%	F	0.078	F	0.681	60000	
orth	To: From:		I-64													
164)	City of Chesapeake (M	Maint: 64) 0.64	27000	F	95%	0%	1%	1%	2%	0%	F	0.112	F		31000	
101)	Combined Traffic Estimates for 2 Parallel R		52000	F	95%	0%	1%	1%	2%	0%	F	0.082	F	0.636	60000	
	Tax	US	13 Military H	wv			<u> </u>									
orth	City of Chesapeake (M		21000	F	95%	0%	1%	1%	2%	0%	_	0.123	_		24000	
164	Combined Traffic Estimates for 2 Parallel R	,		F	95%	0%	1%	1%	2%	0%	F	0.123	F	0.716	49000	
	Combined Traine Estimates for 21 arailer N				3370	070	1 /0	1 /0	270	076	'	0.003	'	0.710	43000	
orth	From:		Freeman Ave													
464)	City of Chesapeake (M	•	24000	Α	95%	0%	1%	1%	2%	0%	С	0.157	Α		28000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	45000	Α	95%	0%	1%	1%	2%	0%	С	0.105	Α	0.795	52000	
lorth	To: From:	SR 3	37 Poindexte	r St												
164)	City of Chesapeake (M	Maint: 64) 0.76	25000	F	95%	0%	1%	1%	2%	0%	F	0.116	F		29000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	46000	G	95%	0%	<u>1</u> %	1%	2%	0%	F	NA			53000	(
	To:	S	SCL Norfolk													
outh	From:		S 17; SR 168													
64 (17)	City of Chesapeake (M	,	28000	F	95%	0%	1%	1%	2%	0%	F	0.098	F		32000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	53000	F	95%	0%	1%	1%	2%	0%	F	0.078	F	0.681	60000	
outh	To- From:		I-64													
464)	City of Chesapeake (M	Maint: 64) 0.98	25000	F	95%	0%	1%	1%	2%	0%	F	0.11	F		28000	
\smile	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	52000	F	95%	0%	1%	1%	2%	0%	F	0.082	F	0.636	60000	
	To:	US	13 Military H	[wy												

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			JI CHESAP					Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:	US	13 Military I	Hwy												
464)	City of Chesapeake	(Maint: 64) 0.84	22000	F	95%	0%	1%	1%	2%	0%	F	0.105	F		25000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	43000	F	95%	0%	1%	1%	2%	0%	F	0.083	F	0.716	49000	F
South	To- From:	Fr	eeman Aven	nue												
464)	City of Chesapeake	(Maint: 64) 2.01	21000	Α	95%	0%	1%	1%	2%	0%	С	0.135	Α		24000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	45000	Α	95%	0%	1%	1%	2%	0%	С	0.105	Α	0.795	52000	Α
Pouth	Tac From:	C	ollector Roa	ad												
464)	City of Chesapeake	(Maint: 64) 0.43	21000	G	95%	0%	1%	1%	2%	0%	F	NA			24000	G
101)	Combined Traffic Estimates for 2 Paralle	,		G	95%	0%	1%	1%	2%	0%	F	NA			53000	G
	To:		SCL Norfolk	K												
East	From:		WCL Suffoll													
Hampton Roads Beltway	City of Chesapeake	,	36000	G	94%	0%	1%	1%	4%	0%	F	0.102	F		39000	G
	Combined Traffic Estimates for 2 Paralle	•		G	93%	0%	1%	1%	4%	0%	F	NA			80000	G
		East I-664 is	signed as	s Souti	1 1-664											
ast	To: From:	64-6	59 Pughsvill	le Rd												
Hampton Roads Beltway	City of Chesapeake	,	38000	F	94%	0%	1%	1%	4%	0%	F	0.090	F		41000	F
	Combined Traffic Estimates for 2 Paralle	•		F	93%	0%	1%	1%	4%	0%	F	0.082	F	0.531	81000	F
		East I-664 is	signed as	s Souti	n I-664											
East	To: From:	SR 33	7 Portsmout	h Blvd												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.10	39000	F	94%	0%	1%	1%	4%	0%	F	0.086	F		42000	F
	Combined Traffic Estimates for 2 Paralle	,		F	93%	0%	1%	1%	4%	0%	F	0.081	F	0.542	79000	F
		East I-664 is	signed as	s Souti	n I-664											
East	To- From:	64-663	Dock Landir	ng Road												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.18	34000	F	94%	0%	1%	1%	4%	0%	F	0.105	F		36000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	73000	F	93%	0%	1%	1%	4%	0%	F	0.083	F	0.565	79000	F
		East I-664 is	signed as	s Souti	n I-664											
East	To: From:	US 13, US 58	US 460 Mi	liatry Hi	ghway											
Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.13	56000	F	94%	0%	1%	1%	4%	0%	F	0.094	F		60000	F
,	Combined Traffic Estimates for 2 Paralle	'	104000	F	93%	0%	1%	1%	4%	0%	F	NA			113000	F
		East I-664 is	signed as	s South	n I-664											
	To:	US 13, US 46	0 Military H	Highway	South											
East 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 0.73	52000	F	94%	0%	1%	1%	4%	0%	F	0.099	F		56000	F
004 Hampton Roads Boltway	Combined Traffic Estimates for 2 Paralle	,		F	93%	0%	1%	1%	4%	0%	F	NA	•		108000	F
		East I-664 is				570	. , 0	. 70	. , 0	3 / 0	•				.0000	•
	To:		I-64; I-264													

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	20 vlo	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:		WCL Suffoll	l _r			ZAXIE	3+Axie	IIIali	ZIIdli		racioi		Factor		
664 Hampton Roads Beltway	City of Chesapeake (Maint: 64)	0.62	38000	G	93%	0%	1%	1%	5%	0%	F	0.083	F		41000	G
004)	Combined Traffic Estimates for 2 Parallel Roadways on t		74000	G	93%	0%	1%	1%	4%	0%	F	NA			80000	G
	,	est I-664 is		_			.,.	.,.	.,,		-					
	то:		9 Pughsville													
West	From:			Roau												
664 Hampton Roads Beltway	City of Chesapeake (Maint: 64)	2.10	37000	F	93%	0%	1%	1%	5%	0%	F	0.078	F		40000	F
	Combined Traffic Estimates for 2 Parallel Roadways on t			F	93%	0%	1%	1%	4%	0%	F	0.082	F	0.531	81000	F
	W	est I-664 is	s signed a	s Norti	ı I-664											
West	To: From:	SR 33'	7 Portsmout	h Blvd												
(664) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.03	34000	F	93%	0%	1%	1%	5%	0%	F	0.080	F		37000	F
664) Flampton Roads Boltway	Combined Traffic Estimates for 2 Parallel Roadways on t		73000	E	93%	0%	1%	1%	4%	0%	F	0.081	F	0.542	79000	F
	· · · · · · · · · · · · · · · · · · ·	est I-664 is		s Norti		070	1 /0	1 /0	470	070	•	0.001	'	0.542	7 3000	'
	T-1		•													
West	From:	Doc	k Landing R	Road												
(664) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.48	40000	F	93%	0%	1%	1%	5%	0%	F	0.086	F		43000	F
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	73000	F	93%	0%	1%	1%	4%	0%	F	0.083	F	0.565	79000	F
	W	est I-664 is	s signed a	s Norti	ı I-664											
	To:	JS 13, US 58,	US 460 Mi	litary Hi	hway											
West	From:				•	00/	10/	10/	E0/	00/	_	0.00	F		F2000	_
664 Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.21	49000	F	93%	0%	1%	1%	5%	0%	F	0.09	F		52000	F
_	Combined Traffic Estimates for 2 Parallel Roadways on t			F	93%	0%	1%	1%	4%	0%	F	NA			113000	F
	W	est I-664 is		s Norti	ı <i>1-664</i>											
	10:		I-64; I-264													

						City of Chesap	eake								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	1			SR 168				-					
F144)	0.10	NA				SK 106				NA			NA		
		To				Dead End									
		From				Tintern St									
F ₁₄₅ Bulldog Rd	0.06	840	_ <u>F</u> _							0.148	F	0.598	840	F	2006
		То				Dead End									
F ₁₄₆) Technology Dr	0.05	1500	F			Dead End				0.132	F	0.669	1500	F	2006
146) Technology Di	0.00	То			131	-8695 Debaun Ave;	Lindale Dr			0.102	•	0.000	1500	•	2000
		From				Dead End									
Tennyson St	0.10	40	F							0.161	F	0.5	40	F	2006
<u> </u>		To				SR 190 Great Bridg	e Blvd								
O		From				Mullen Rd					_				
Libertyville Rd	0.34	1300 _{To}	F			CD 166 Daimhuidea	Dlvd			0.112	F	0.608	1300	F	2006
		From	<u>. </u>			SR 166 Bainbridge									
Firman St	0.17	100	F			Southway St				0.233	F	0.511	100	F	2006
Firman St	J.17	To				Dead End				3.200		J.J 1 1			
		From	1			US 13 Military I	łwy			Ī					
F ₁₅₃) Rotunda Ave	1.56	440	F	89%	1%	3% 3%	3%	0%	С	0.118	F	0.566	470	F	2006
$\overline{}$		To E	-			WCL Portsmou	ıth								
Rotunda Ave	0.69	440 From	N	89%	1%	3% 3%	3%	0%	N	0.118	Ν	0.566	470	Ν	2006
$\overline{}$		То				124-8540 Greenwo	od Dr		_						
$\widehat{}$		From				Dorcas Rd									
Burns St	0.12	60	F							0.246	F	0.516	60	F	2006
		To	1			Dead End				_					
-336) Jollif Rd	0.19	From				SR 191				0.222	F	0.583	30	F	2006
-336) Jollif Rd	0.19	To				Dead End				0.222		0.363	30	-	2000
		From	:			Dead End									
F337) Branchview Way	0.47	60	F			Dodd End				0.128	F	0.5	60	F	2006
		To				SR 191 Jolliff I	Rd								
_		From				SR 190 Great Bridg	e Blvd								
F683) Blake St	0.32	840	F							0.092	F	0.614	840	F	2006
		To	<u> </u>			Dead End	***			<u> </u>					
F684) Finck Lane	0.13	From 690				SR 190 Great Bridg	e Blvd			0.253	F	0.563	690	F	2006
Finck Lane	0.13	To				Dead End				0.200	L,	0.505	USU	r	2000
		From				Dead End				i					
W. Military Hwy	0.06	40	F			2 cad Liid				0.247	F	0.524	40	F	2006
<u> </u>		To				FR-923 US 5	8								
		From				Dead End									
F809)	0.65	100	F							0.168	F	0.571	100	F	2006
<u> </u>		То				US 58									
^	0.40	From				US 13 Military Hig	ghway			0.470	_	0.540	70	_	0000
Ridgeway Ave	0.46	70	F			Dead End				0.179	F	0.519	70	F	2006
		From	<u>. </u>			US 58 Military Hig	hwev			<u> </u>					
F923) Snowden St	0.58	20	F			ob so mintary fil	urvay			0.381	F	0.625	20	F	2006
		To				Dead End									
		From				Churchland Bly	vd								
1 Towne Point Rd	0.07	23000	G	94%	3%	2% 0%	1%	0%	F	0.09	F	0.535	25000	G	2006
\smile		To	1		124	-8520 JB-131 NCL (Chesapeake								
<u> </u>		From				JB-131-NC State					_		45	_	
2 Backwoods Rd	0.73	1600 _{To}	G	98%	0%	1% 0%	0%	0%	С	0.104	F	0.912	1800	G	2006
		In	<u> </u>			131-8796 Ballahad	K KO								

							повировко								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake			1					211011		1 40101		1 40101			
3 Douglas Rd	2.95	From 250	G	94%	3%	George Wa	shington Hwy 0% 19	5 0%	С	0.140	F	0.634	280	G	2006
<u> </u>		To				Ben	efit Rd								
		From				Battlef	ield Blvd								
(4) Indian Creek Rd	5.92	940	G	94%	2%	3%	1% 1%	5 0%	С	0.094	F	0.563	1000	G	2006
		То					ginia Beach								
Crosswaya Plyd	0.22	12000	G	99%	0%	Volv 0%	o Pkwy 0% 0%	5 0%	С	0.095	F	0.539	12000	G	2006
5 Crossways Blvd	0.32	1 2000		99 /0	0 /6		Vay North	0 /0		0.093		0.559	13000	G	2000
		From					riar Pkwy								
6 Woodlake Dr	0.23	21000	G	97%	1%	1%	0% 1%	5 0%	С	0.091	F	0.708	23000	G	2006
		To				Old Gree	nbriar Pkwy								
		From					llake Dr								
(7) Old Greenbriar Rd	0.43	11000	G	97%	1%	1%	0% 1%	5 0%	С	0.085	F	0.526	12000	G	2006
		To From				Milita	ary Hwy								
(7) Old Greenbriar	0.46	4600	G	96%	1%	2%	1% 1%	5 0%	F	0.085	F	0.587	5000	G	2006
		То	1				lence Rd								
Punch Walnuta Pd	2.01	From	<u> </u>	069/	10/		hack Rd	. 00/		0.003	_	0.624	040	C	2006
8 Bunch Walnuts Rd	3.01	860 To	G	96%	1%	2% Ben	1% 19 efit Rd	5 0%	С	0.092	F	0.624	940	G	2006
		From	:I				Va Beach								
9 Paramont Ave	1.11	4900	G	98%	1%	1%	0% 0%	5 0%	С	0.097	F	0.53	5300	G	2006
9		To	:			Milit	ary Hwy								
		From				Ben	efit Rd								
(10) Sign Pine Rd	1.73	1900	G	96%	1%	2%	1% 1%	5 0%	С	0.097	F	0.781	2000	G	2006
$\overline{}$		To	:			Battlef	ield Blvd								
O 0		From		222/			d Blvd, Atlantic				_			_	
(11) Campostella Rd	0.44	13000	G	96%	0%	1%	1% 2%	5 0%	F	0.089	F	0.520	14000	G	2006
		From					Providence Rd			\neg	_				
(11) Campostella Rd	1.34	13000 _{To}	G	96%	0%	1%	1% 2%		F	0.085	F	0.543	14000	G	2006
		From	:] :				ty St; Border R	1							
(8524) Churchland Blvd	0.57	5600	G	99%	0%	Western I	Branch Blvd 0% 0%	5 0%	С	0.084	F	0.516	6100	G	2006
(8524) Churchland Blvd	0.57	3000		33 /6	0 70			0 /0		0.004	'	0.510	0100	O	2000
(8524) Churchland Blvd	0.09	15000	G	99%	0%	Towne 0%	Point Rd 0% 0%	5 0%	F	0.086	F	0.541	16000	G	2006
(8524) Churchland Blvd	0.09	To	<u> </u>	99 /0	0 /6		ortsmouth	0 /0	Г	0.000		0.541	10000	G	2000
		From					Jolliff Rd			l					
8527 Dock Landing Rd	0.27	5600	G	99%	0%	0%	0% 0%	5 0%	F	0.095	F	0.553	6100	G	2006
		To	_			T.	-664			<u> </u>					
8527) Dock Landing Rd	0.89	6100 From	G	98%	1%	1%	0% 0%	5 0%	С	0.096	F	0.569	6600	G	2006
002.)		To					Hill Dr								
8527) Dock Landing Rd	0.24	5800 From	G	98%	1%	1%	0% 0%	5 0%	F	0.094	F	0.540	6300	G	2006
0027)		To					on Dr								
(8527) Dock Landing Rd	2.23	6500	G	98%	1%	1%	0% 0%	5 0%	С	0.093	F	0.502	7100	G	2006
		То					tsmouth Blvd				·				
		From			133		ille Rd; CL Suf	folk							
(8529) Pughsville Rd	0.85	8200	G	87%	0%	1%	3% 9%	5 0%	С	0.094	F	0.560	8900	G	2006
$\overline{}$		To From				I-	-664								
(8529) Pughsville Rd	0.16	19000	G	98%	1%	1%	0% 0%	5 0%	С	0.09	F	0.596	21000	G	2006
$\overline{}$		To From					; Taylor Rd								
(8529) Taylor Rd	1.65	14000	G	98%	1%	Pughs 1%	oville Rd 0% 0%	5 0%	F	0.089	F	0.546	16000	G	2006
(8529) Taylor Rd	1.00	14000 To		JU /0	1 /0		S 17	0 /0	<u> </u>	0.009	ı.	0.040	10000	J	2000
		From	·				tsmouth Blvd								
(8530) Taylor Rd	1.70	22000	G	99%	0%	0%	0% 0%	5 0%	С	0.091	F	0.506	24000	G	2006
		То					ce Rd								

Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From:				n	D.1				-					
Taylor Rd	0.29	20000	G	99%	0%	<u>в</u>	ruce Rd 0%	0%	0%	F	0.087	F	0.531	22000	G	2006
Taylor Rd	0.20	To	Ŭ	3370	070		Pughsville		070	•		•	0.001	22000	Ü	2000
		From:					aylor Rd				i					
8531) Dunedin Dr	0.99	1500	G	99%	0%	1%	0%	0%	0%	С	0.086	F	0.612	1700	G	2006
3001)		To:				Westerr	Branch Blv	/d								
		From:				Ta	aylor Rd									
8532) Bruce Rd	1.54	14000	G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.569	15000	G	2006
		To: From:					Neck Rd									
Tyre Neck Rd	1.26	12000	G	99%	0%	0%	oruce St 0%	0%	0%	С	0.092	F	0.513	13000	G	2006
1 yre Neck Rd	1.20	To:	Ť	0070	070		Portsmouth		070		1	•	0.010	10000	Ü	2000
		From:					ıst Lane									
Deep Creek Blvd	0.60	4300	G	98%	1%	1%	0%	0%	0%	С	0.105	F	0.602	4700	G	2006
3341)		To:					Portsmouth									
		From:				Ţ	JS 460									
Liberty Street	0.40	4100	G	87%	1%	2%	3%	7%	0%	F	0.080	F	0.542	4500	G	2006
\mathcal{L}		To:				SCI	L Norfolk									
		From:				EC	L Norfolk									
Berkley Ave	0.39	2500	G	98%	1%	1%	0%	0%	0%	С	0.083	F	0.618	2700	G	2006
\mathcal{L}		To:				Win	gfield Ave									
$\widehat{}$		From:					nk Street									
Rosemont Ave	0.13	580	G	80%	0%	2%	1%	17%	0%	F	0.121	F	0.771	630	G	2006
		To: From:					11 Street Hill St				_					
Rosemont Ave	0.37	1200	G	80%	0%	2%	1%	17%	0%	С	0.095	F	0.81	1300	G	2006
3390) 11000/110/11/110	0.01	To:		0070	070		Bainbridge B		070		0.000	•	0.01	1000	Ü	2000
		From:				Baint	oridge Blvd									
8597) Chesapeake Dr	0.45	2600	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.559	2900	G	2006
		To:				Ches	apeake Ave									
_		From:				E	Buell St									
Freeman Ave	0.65	4100	G	60%	2%	3%	7%	28%	0%	С	0.086	F	0.535	4400	G	2006
$\overline{}$		To:									_					
8598) Freeman Ave		F					I-464									
	0.25	7600 From:	G	60%	2%	3%	I-464 7%	28%	0%	F	0.075	F	0.639	8300	G	2006
	0.25		G	60%	2%	3%		28%	0%	F	0.075	F	0.639	8300	G	2006
	0.25	7600	G	60%	2%	3% Baint	7%	28%	0%	F	0.075	F	0.639	8300	G	2006
8599) Cavalier Blvd	1.24	7600	G	60% 87%	2%	3% Baint	7% oridge Blvd	28%	0%	F C	0.075 0.093	F F	0.639	8300 11000	G G	
8599) Cavalier Blvd		7600				3% Baint Mil 2%	7% oridge Blvd itary Hwy									
	1.24	7600 From: 10000 To:	G	87%	1%	3% Baint Mil 2% SCL	7% bridge Blvd itary Hwy 3% Portsmouth itary Hwy	7%	0%	С	0.093	F	0.502	11000	G	2006
		7600 To: 10000 To: From: 3100				3% Baint Mil 2% SCL Mil 1%	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0%									2006
	1.24	7600 To: 10000 To: 870m: 3100 To:	G	87%	1%	3% Baint Mil 2% SCL Mil 1% Gr	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0% ust Lane	7%	0%	С	0.093	F	0.502	11000	G	2006
Deep Creek Blvd	1.24	7600 To: 10000 To: From: 3100	G	87%	1%	3% Baint Mil 2% SCL Mil 1% Gr	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0%	7%	0%	С	0.093	F	0.502	11000	G	2006
Beep Creek Blvd	0.94	7600 Tro From: 10000 To: From: 3100 To: From:	G	87% 97%	1%	3% Baint Mil 2% SCL Mil 1% Gr Deep 1%	7% bridge Blvd itary Hwy 3% Portsmouth itary Hwy 0% ust Lane Creek Blvd	7%	0%	C	0.093	F	0.502	11000	G G	2006
Deep Creek Blvd	0.94	7600 Try From: 10000 To: From: 3100 To: From: 6200	G	87% 97%	1%	3% Baint Mil 2% SCL Mil 1% Gr Deep 1% SCL	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0% ust Lane Creek Blvd 0% Portsmouth	7%	0%	C	0.093	F	0.502	11000	G G	2006
Deep Creek Blvd Good Gust Lane	0.94	7600 Ter From: 10000 To: 3100 To: 6200 To:	G	87% 97%	1%	3% Baint Mil 2% SCL Mil 1% Gr Deep 1% SCL	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0% ust Lane Creek Blvd 0%	7%	0%	C	0.093	F	0.502	11000	G G	2006
Deep Creek Blvd George Gust Lane	0.94	7600 Tev From: 10000 To: 3100 To: From: 6200 To: From: 75000 To: From: 75000 To:	G G	97%	1%	3% Baint Mil 2% SCL Mil 1% Gr Deep 1% SCL Sir C	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0% ust Lane Creek Blvd 0% Portsmouth Galahad Dr 0%	7%	0%	C C	0.093 0.101 0.107	F F	0.502 0.714 0.552	11000 3400 6700	G G G	2006
Deep Creek Blvd Good Gust Lane Camelot Blvd	0.94 0.44	7600 Try From: 10000 To: From: 3100 To: From: 6200 To: From: 8500	G G	97%	1%	3% Baint Mil 2% SCL Mil 1% Gr Deep 1% SCL Sir C	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0% ust Lane Creek Blvd 0% Portsmouth Galahad Dr	7%	0%	C C	0.093 0.101 0.107 0.086	F F	0.502 0.714 0.552 0.599	11000 3400 6700	G G G	2006 2006 2006
Deep Creek Blvd Good Gust Lane Camelot Blvd	0.94	7600 Tev From: 10000 To: 3100 To: From: 6200 To: From: 75000 To: From: 75000 To:	G G G	97% 99% 98%	1% 1% 0%	3% Baint Mil 2% SCL Mil 1% Gr Deep 1% SCL Sir C 1% Deep 2%	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0% ast Lane Creek Blvd 0% Portsmouth Galahad Dr 0% Creek Blvd	7% 0% 0%	0%	C C C	0.093 0.101 0.107	F F F	0.502 0.714 0.552	11000 3400 6700 9300	G G G	2006
Deep Creek Blvd Good Gust Lane Camelot Blvd	0.94 0.44	7600 Try From: 10000 To: From: 3100 To: From: 6200 To: From: 8500	G G G	97% 99% 98%	1% 1% 0%	3% Baint Mil 2% SCL Mil 1% Gi Deep 1% SCL Sir C 1% Deep	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0% ust Lane Creek Blvd 0% Portsmouth Galahad Dr 0% Creek Blvd 3% Creek Blvd	7% 0% 0%	0%	C C C	0.093 0.101 0.107 0.086	F F F	0.502 0.714 0.552 0.599	11000 3400 6700 9300	G G G	2006
Deep Creek Blvd Good Gust Lane Camelot Blvd Camelot Blvd	0.94 0.44	7600 Tevent 10000 To: 10000 To: 3100 To: From: 6200 To: From: 4700 To: To:	G G G	97% 99% 98%	1% 1% 0%	3% Baint Mil 2% SCL Mil 1% Gi Deep 1% SCL Sir C 1% Deep	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0% ast Lane Creek Blvd 0% Portsmouth Galahad Dr 0% Creek Blvd 3%	7% 0% 0%	0%	C C C	0.093 0.101 0.107 0.086	F F F	0.502 0.714 0.552 0.599	11000 3400 6700 9300	G G G	2006 2006 2006 2006
Deep Creek Blvd Good Gust Lane Camelot Blvd Camelot Blvd	0.94 0.44 0.59	7600 To From: 3100 To: From: 6200 To: From: 8500 To: From: 8500 To: From: 7500 To: From: 7500 To: From: 7500 To:	G G G	97% 99% 98% 87%	1% 1% 0% 1% 1%	3% Baint Mil 2% SCL Mil 1% Gr Deep 1% SCL 1% Deep 2% George W Mil 1%	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0% ust Lane Creek Blvd 0% Portsmouth Galahad Dr 0% Creek Blvd 3% /ashington H itary Hwy 0%	7% 0% 0% 7% Hwy	0% 0% 0% 0%	C C C	0.093 0.101 0.107 0.086 0.093	F F F	0.502 0.714 0.552 0.599 0.637	11000 3400 6700 9300 5200	G G G	2006 2006 2006 2006
Georgia Camelot Blvd Georgia Camelot Blvd Georgia Camelot Blvd Georgia Camelot Blvd Georgia Camelot Blvd	1.24 0.94 0.44 0.59 0.32	7600 Termon 10000 To: 3100 To: From: 6200 To: From: 8500 From: 4700 To: From: 2300	G G G	97% 99% 98% 87%	1% 1% 0% 1% 1%	3% Baint Mil 2% SCL Mil 1% Gi Deep 1% SCL Sir C 1% Deep 2% George W Mil 1% S 17 George	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0% ust Lane Creek Blvd 0% Portsmouth Galahad Dr 0% Creek Blvd 3% /ashington H itary Hwy 0% e Washingto	7% 0% 0% 7% Hwy 0% on Hwy	0% 0% 0% 0%	C C C F	0.093 0.101 0.107 0.086 0.093 0.136	F F F	0.502 0.714 0.552 0.599 0.637	11000 3400 6700 9300 5200	G G G G	2006 2006 2006 2006
Georgia Camelot Blvd Georgia Camelot Blvd Georgia Camelot Blvd Georgia Camelot Blvd Georgia Camelot Blvd	0.94 0.44 0.59	7600 To From: 3100 To: From: 6200 To: From: 8500 To: From: 8500 To: From: 7500 To: From: 7500 To: From: 7500 To:	G G G	97% 99% 98% 87%	1% 1% 0% 1% 1%	3% Baint Mil 2% SCL Mil 1% Go Deep 1% SCL 1% Deep 1% Sir C 1% George W Mil 1% S 17 Georg	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0% ust Lane Creek Blvd 0% Portsmouth Galahad Dr 0% Creek Blvd 3% Creek Blvd 3% itary Hwy 0% e Washingto 0%	7% 0% 0% 7% Hwy	0% 0% 0% 0%	C C C	0.093 0.101 0.107 0.086 0.093	F F F	0.502 0.714 0.552 0.599 0.637	11000 3400 6700 9300 5200	G G G	2006 2006 2006 2006
Gust Lane Camelot Blvd Camelot Blvd Ga602 Camelot Blvd Ga602 Camelot Blvd	1.24 0.94 0.44 0.59 0.32	7600 Termon 10000 To: 3100 To: From: 6200 To: From: 8500 From: 4700 To: From: 2300	G G G	97% 99% 98% 87%	1% 1% 0% 1% 1%	3% Baint Mil 2% SCL Mil 1% Go Deep 1% SCL 1% Deep 1% Sir C 1% George W Mil 1% S 17 Georg	7% oridge Blvd itary Hwy 3% Portsmouth itary Hwy 0% ust Lane Creek Blvd 0% Portsmouth Galahad Dr 0% Creek Blvd 3% /ashington H itary Hwy 0% e Washingto	7% 0% 0% 7% Hwy 0% on Hwy	0% 0% 0% 0%	C C C F	0.093 0.101 0.107 0.086 0.093 0.136	F F F	0.502 0.714 0.552 0.599 0.637	11000 3400 6700 9300 5200	G G G G	2006 2006 2006 2006 2006 2006

					•	nesapeake								
Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	-	i												
1 12		_	000/	00/			00/		0.110	_	0.660	2100	C	2006
1.12	2000 To	٣	99 /0	0 /6			0 /0		0.119	-	0.000	3100	G	2000
	From	l I							i					
0.51		G	98%	1%			0%	С	0.1	F	0.559	5600	G	2006
0.0.	To:	Ť	0070	.,,			0,0		ĭ	•	0.000	0000	•	_000
	From				Bainbrio	dge Blvd								
0.89	4500	G	97%	1%	1%	0% 0%	0%	С	0.096	F	0.519	4900	G	2006
	To				Campos	stella Rd								
	From:				Provide	ence Rd								
0.06	2600	G	99%	0%	0%	0% 0%	0%	F	0.082	F	0.632	2800	G	2006
	To: From:				Longdale	Crescent								
0.18	1500	G	99%	0%	0%	0% 0%	0%	С	0.088	F	0.612	1700	G	2006
	To				Crown	Crescent								
0.16	670	G	99%	0%	0%	0% 0%	0%	F	0.097	F	0.593	730	G	2006
	To				Longdale	Crescent								
	From				Campos	stella Rd								
1.55	18000	G	99%	0%	1%	0% 0%	0%	F	0.1	F	0.539	19000	G	2006
	To:				Ango	ora Dr			_					
0.99	16000	G	99%	0%	1%	0% 0%	0%	С	0.103	F	0.576	18000	G	2006
	To				WCL Virg	ginia Beach								
	From				Milita									
0.23	5300	G	98%	0%	1%	0% 0%	0%	F	0.086	F	0.559	5800	G	2006
	To: From:				Provide	ence Rd								
0.84	9400	G	98%	0%	1%	0% 0%	0%	С	0.089	F	0.557	10000	G	2006
	To				Indian I	River Rd								
0.57	3200	G	98%	0%	1%	0% 0%	0%	F	0.105	F	0.616	3500	G	2006
	To				Little B	eaver Rd								
0.28	1600	G	98%	0%	1%	0% 0%	0%	F	0.099	F	0.645	1800	G	2006
	To				Goldc	rest Dr								
	From				SR 168 Car	npostella Rd								
0.47	6900	G	97%	1%	1%	0% 0%	0%	С	0.087	F	0.565	7500	G	2006
	To													
0.08			07%	10/_			0%	F	0.090	F	0 503	4300	G	2006
0.00	4000		91 /0	1 /0			0 /0		0.090	-	0.595	4300	G	2000
0.40	From	<u> </u>	000/	40/			00/		0.000		0.500	2000		2000
0.48			98%	1%			0%		0.086	г	0.502	3000	G	2006
	From													
0.34	4200	G	98%	1%	0%	0% 0%	0%	С	0.091	F	0.57	4500	G	2006
	To				SR 407 Ind	ian River Rd								
	From				Battlefi	eld Blvd								
1.19	3600	G	99%	0%	0%	0% 0%	0%	С	0.14	F	0.944	4000	G	2006
	To	<u> </u>			Ced	ar Rd								
						easant				_	_		_	
	From			1%	1%	0% 1%	0%	С	0.131	F	0.539	300	G	2006
0.28	270	G	97%		ъ.									
0.28	270	G	97%		Royal				_					
	270 To:				Waln	ut Ave	00/	_	0.407		0.00	000		0000
0.28	270	G G	97%	2%			0%	F	0.107	F	0.62	880	G	2006
0.14	270 From 810 From	G	97%	2%	Walni 1% Oleano	ut Ave 0% 0% der Ave								
	270 To To To Table 1200				Walnu 1% Oleano 1%	0% 0% der Ave 0% 0%	0%	F	0.107	F	0.62	880 1300	G G	
0.14	270 To. Prom 810 1200 To.	G	97%	2%	Walni 1% Oleano 1% Sparre	ut Ave 0% 0% der Ave 0% 0% ow Rd								
0.14	270 To To To Table 1200	G	97%	2%	Walni 1% Oleano 1% Sparre	0% 0% der Ave 0% 0%								2006
	1.12 0.51 0.89 0.06 0.18 0.16 1.55 0.99 0.23 0.84 0.57 0.28 0.47 0.08 0.48 0.34	0.51 5100 To: O.89	1.12 2800 G Try From:	1.12	1.12 2800 G 99% 0% Try Comparison Comp	Prome Campon She She	1.12 2800 G 99% 0% 1% 0% 0% 0% 0% 1% 0% 0	1.12 2800 G 99% 0% 17% 09%	1.12 2800 G 99% 0% 1% 0% 0% 0% 0% F	Table Canal Dr	1.12 2800 G 99% 0% 1% 0% 0% 0% 0% F 0.119 F	1.12 2800	1.12 2800 G 99% 0% 1% 0% 0% 0% F 0.119 F 0.660 3100	Camal Dr

						City Oi	Criesapea	ike								
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From:	1				G: D 1				-					
(3653) West Rd	5.27	1700	G	94%	2%	1%	nefit Road 2%	1%	0%	С	0.09	F	0.686	1900	G	2006
West Rd	0.21	To-	Ť	0170	270		inion Blvd	170	070			•	0.000	1000	Ü	2000
		From:				Ве	enefit Rd				i					
8655) Shilelagh Rd	6.96	610	G	92%	2%	2%	3%	1%	0%	С	0.125	F	0.544	660	G	2006
		To:				Dom	ninion Blvd									
$\widehat{}$		From:					efield Blvd									
8656 Benefit Rd	1.96	2500	G	93%	2%	3%	1%	1%	0%	С	0.171	F	0.845	2700	G	2006
<u> </u>		To: From:				Sig	n Pine Rd									
8656) Benefit Rd	1.92	2800	G	93%	2%	3%	1%	1%	0%	F	0.112	F	0.817	3000	G	2006
<u> </u>		To: From:					nstown Rd				\Box					
8656 Benefit Rd	3.16	1000	G	94%	2%	2%	2%	1%	0%	С	0.134	F	0.883	1100	G	2006
		To:				Do	ouglas Rd									
O 21 1 4 1 1 1 1	0.04	From:	Ļ	0.407	201		Atlantic Av		00/			_	0.550	5400	•	0000
Old Atlantic Ave	0.31	4600	G	94%	2%	2%	2%	1%	0%	F	0.089	F	0.553	5100	G	2006
		From:	<u> </u>				6 Liberty St				<u> </u>	_				
8657 Cascade Blvd	0.44	1100 To:	G	94%	2%	2%	2%	1%	0%	F	0.119	F	0.732	1200	G	2006
		From:	1				Campostella	ĸu			<u> </u>					
8658 Booker St	0.58	750	G	99%	0%	1%	oridge Blvd 0%	0%	0%	С	0.114	F	0.691	820	G	2006
Booker St	0.50	7 30 To:	Ü	33 /6	070		bridge Blvd	0 70	070		0.114	'	0.031	020	O	2000
		From:			В		8 Battlefield	l Blvd			1					
8661) Centerville Tnpk	3.99	6200	G	96%	1%	2%	1%	1%	0%	С	0.120	F	0.7	6800	G	2006
0001)		To														
8661) Centerville Tnpk	2.06	8800	G	96%	1%	2%	urray Dr 2%	0%	0%	С	0.096	F	0.605	9600	G	2006
8001)	2.00	To:		00,0	. , 0			0,0	0,0			•	0.000	0000	Ū	
8661) Centerville Tnpk	1.13	15000	G	97%	0%	1%	rway Circle 1%	1%	0%	F	0.097	F	0.654	17000	G	2006
9001) Germer time 111411		To:	Ť	0.70			Butts Station		0,0	•		•	0.00		Ū	
<u> </u>		From:					Station Rd									
8661) Centerville Tnpk	0.46	8200	G	97%	0%	1%	1%	1%	0%	С	0.099	F	0.640	9000	G	2006
		From:					05 Elbow Ro lbow Rd	d								
8661) Centerville Tnpk	1.76	7000	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.677	7700	G	2006
		To:				ECL	Va Beach									
		From:				Ken	psville Rd									
8662) Green Tree Rd	0.73	6700	G	98%	0%	1%	1%	0%	0%	С	0.102	F	0.585	7300	G	2006
$\overline{}$		To: From:					Grove Rd									
8662) Oak Grove Rd	0.86	8000	G	98%	0%	1%	efield Blvd 0%	0%	0%	С	0.083	F	0.528	8700	G	2006
98662) Oak Grove Rd	0.00	To:	Ť	0070	070		en Tree Rd		0,0			•	0.020	0.00	Ū	
		From:				Вє	enefit Rd									
3663) Johnstown Rd	5.94	3700	G	95%	1%	1%	2%	1%	0%	С	0.093	F	0.648	4000	G	2006
$\overline{}$		To:				Battl	efield Blvd									
		From:				John	nstown Rd									
8664) Woodbridge Dr	0.19	1000	G	99%	0%	1%	0%	0%	0%	С	0.096	F	0.604	1100	G	2006
<u> </u>		To: From:					arfield Dr dbridge Dr									
8664) Briarfield Dr	0.68	2300	G	99%	0%	0%	0%	0%	0%	С	0.107	F	0.563	2500	G	2006
		To					edar Rd									
		From:	1				ridence Rd									
8665) Dunbarton Rd	0.65	5200	G	99%	0%	1%	0%	0%	0%	С	0.096	F	0.535	5700	G	2006
\cup		To				US 13	Military Hw	v								
8665) Greenbrier Pkwy	0.50	54000	G	98%	0%	1%	1%	0%	0%	F	0.077	F	0.599	60000	G	2006
8665) Oreembrier r kwy																
8665 Greenbrier i kwy		To:					I-64									
(865) Greenbrier Pkwy (8665) Greenbrier Pkwy	0.94	From: 80000	G	98%	0%	1%	I-64 1%	0%	0%	F	0.081	F	0.534	87000	G	2006

						City of	Chesape	ake								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From:					1 117				1					
8665 Greenbrier Pkwy	0.42	42000	G	98%	0%	1%	den Way 1%	0%	0%	F	0.08	F	0.580	45000	G	2006
Greenbrier Pkwy	1.78	26000	G	98%	0%	1%	lvo Pkwy 1%	0%	0%	С	0.092	F	0.626	29000	G	2006
Butts Station Rd	2.08	700 From:	G	98%	0%	1%	Kempsville	0%	0%	F	0.105	F	0.710	12000	G	2006
		From:	1			131-8661 (
8667) Blackwater Rd	2.62	2700	G	90%	1%	3%	Va Beach 4% ss Airfield	2%	0%	С	0.098	F	0.774	3000	G	2006
8667) Fentress Airfield Rd	0.15	4300	G	94%	1%	Blac 1%	kwater Rd 3%	1%	0%	С	0.099	F	0.736	4700	G	2006
		To:					Mt Pleasan									
8668) Hickory Rd East	0.81	3800	G	95%	2%	Battl 2%	efield Blvd 0%	0%	0%	С	0.175	F	0.843	4200	G	2006
8668) Head Of River Rd	4.89	1200 To:	G	95%	1%	2%	1%	1%	0%	С	0.106	F	0.718	1300	G	2006
		From					rirginia Be									
8674) Ashley Rd	0.42	3500	G	99%	0%	O%	efield Blvd	0%	0%	С	0.108	F	0.588	3800	G	2006
Ashley Rd	J. 12	To:		3070	J /0		Pleasant Rd		3,0				2.000			
		From:					postella Ro			•						
Lindale Dr	0.70	3700 _{To:}	G	99%	0%	1%	0% baun Ave	0%	0%	С	0.118	F	0.849	4000	G	2006
O		From:					ndale Dr									
8695 Debaun Ave	0.33	4800 To:	G	98%	0%	1% Batt1	0% efield Blvd	0% I	0%	С	0.101	F	0.747	5200	G	2006
		From:					lwood Circ				l					
Volvo Pkwy	0.30	960	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.548	1000	G	2006
8717) Volvo Pkwy	0.26	11000	G	99%	0%	0%	Byron St 0%	0%	0%	С	0.09	F	0.679	12000	G	2006
Value Division	0.05	From:	<u> </u>	000/	00/		ndence Pky		00/		0.004	_	0.050	40000		2000
8717) Volvo Pkwy	0.25	15000	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.658	16000	G	2006
8717) Volvo Pkwy	1 20	25000	G	98%	0%		efield Blvd	l 1%	0%	С	0.085	F	0.500	29000	G	2006
Volvo Pkwy	1.38	23000 To:	r u	90%	076	1% Green	0% nbrier Pkw		0%		0.065	Г	0.500	28000	G	2006
_		From:					nbriar Pkw									
8717) Volvo Pkwy	0.45	23000	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.672	25000	G	2006
<u> </u>		To: From:		1	31-8806	Eden Way	den Way	vo PKW	Y· 880							
8717) Volvo Parkway	1.49	21000 _{To:}	G	98%	0%	1%	0% ead End	1%	0%	F	0.098	F	0.668	23000	G	2006
		From:				Dock	danding Ro	l								
8757 Coffman Blvd	0.70	1800 _{To:}	G	98%	1%	1% Ports	0% mouth Blve	0% i	0%	С	0.093	F	0.572	2000	G	2006
		From:				Great	Bridge Blv	'd								
8763) Campostella Rd	1.34	6300	G	96%	2%	1%	0%	0%	0%	С	0.099	F	0.658	6900	G	2006
8763) Campostella Rd	1.06	16000 To:	G	96%	2%	1%	itary Hwy 0% efield Blvd	0%	0%	F	0.099	F	0.529	17000	G	2006
		From					bridge Blvo				i					
(8771) Virginia Ave	0.50	1300 _{To:}	G	98%	1%	1%	0% apeake Ave	0%	0%	С	0.137	F	0.549	1400	G	2006
O		From				Vir	ginia Ave									
(8771) Chesapeake Ave	1.12	3300	G	97%	2%	1%	0%	0%	0%	С	0.086	F	0.605	3600	G	2006
$\overline{}$		To:				P	ark Ave									

						City of C	Chesapeake								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr		()(K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
Channal Aug	0.44	From	<u> </u>	070/	20/		rk Ave	/ 00/			_	0.507	2000	0	2000
(8771) Chesapeake Ave	0.41	3000 _{To}	G	97%	2%	1%	0% 0%	6 0%	F	0.093	F	0.597	3200	G	2006
			<u> </u>				dexter St								
Dorle Ave	0.27	From	<u> </u>	000/	10/		ridge Blvd	/ 00/	0		_	0.600	1700	0	2006
(8776) Park Ave	0.37	1600	G	98%	1%	1%	0% 0%	6 0%	С	0.088	F	0.608	1700	G	2006
<u> </u>		From					peake Ave								
(8776) Park Ave	0.35	4500	G	98%	1%	1%	0% 0%	6 0%	F	0.091	F	0.611	5000	G	2006
<u> </u>		То				Atla	ntic Ave								
$\widehat{}$		From					ead End								
(8778) Barnes Rd	0.45	890	G	64%	0%	3%	1% 329	% 0%	С	0.104	F	0.65	970	G	2006
<u> </u>		То				Bainb	ridge Blvd								
		From				George W	ashington Hwy								
8796) Ballahack Rd	11.72	840	G	95%	1%	2%	1% 1%	6 0%	С	0.106	F	0.608	910	G	2006
<u> </u>		To From	-			Old Bat	tlefield Blvd			\neg \vdash					
8796)	0.10	5100	G	95%	1%	2%	1% 1%	6 0%	F	0.094	F	0.532	5600	G	2006
\bigcirc		To	:			S	R 168								
<u> </u>		From				W Br	anch Blvd			1					
8797) Poplar Hill Rd	0.23	11000	G	99%	0%	0%	0% 0%	6 0%	С	0.084	F	0.523	12000	G	2006
		To	-				hland Blvd			<u> </u>	•			-	
		From					dar Rd			<u> </u>					
8798) Bells Mill Rd	2.38	1400	G	98%	0%	1%	0% 0%	6 0%	С	0.089	F	0.529	1600	G	2006
8798) Boile Willi Ftd	2.00	То	Ť	0070	070		edar Rd	0 070			•	0.020	1000	Ū	2000
		From													
Waters Rd	0.36	8500	G	98%	0%	1%	nington Dr 1% 09	6 0%	С	0.089	F	0.587	9300	G	2006
Waters Rd	0.30	To		90 /6	0 /0		ar Rd 165	0 070		0.009	-	0.567	9300	G	2000
Malled Del	4 44	From	<u> </u>	000/	00/		edar Rd	/ 00/			_	0.505	4000	0	2000
8800) Millville Rd	1.11	1800 _{To}	G	96%	0%	1%	2% 19	6 0%	С	0.081	F	0.525	1900	G	2006
							rson Dr								
O 011 151		From	<u> </u>				edar Rd	,		<u> </u>	_		.=	_	
8801) Shipyard Rd	1.05	1600	G	97%	0%	1%	2% 0%	6 0%	С	0.092	F	0.586	1700	G	2006
<u> </u>		To				Bu	rson Dr								
		From					stown Rd								
(8802) Hanbury Rd	1.00	7300	G	99%	0%	1%	0% 0%	6 0%	С	0.104	F	0.577	8000	G	2006
<u> </u>		To				Battl	efield Rd								
		From				Battle	field Blvd								
8803) Hillwell Rd	2.36	2700	G	96%	2%	1%	1% 1%	6 0%	С	0.114	F	0.818	3000	G	2006
<u> </u>		To				Mt Pl	leasant Rd								
		From				Mt Pl	leasant Rd								
8804) Fentress Rd	1.80	3700	G	98%	1%	1%	0% 0%	6 0%	С	0.093	F	0.601	4000	G	2006
\cup		To				Center	rville Tpke								
		From				Cente	rville Tpke								
8805) Elbow Rd	3.05	5500	G	99%	0%	0%	0% 0%	6 0%	С	0.128	F	0.624	6000	G	2006
\bigcirc		То				WCL Vi	irginia Beach								
		From				Vol	vo Pkwy								
8806) Eden Way N	0.49	11000	G	99%	0%	0%	0% 0%	6 0%	F	0.1	F	0.541	12000	G	2006
		To				White									
8806) Eden Way N	0.68	16000	G	99%	0%	0%	Oak Crossing 0% 0%	6 0%	С	0.091	F	0.589	17000	G	2006
Eden Way N	0.00	. 5000		JJ 70	J /0			0 /0		0.091	'	0.003	11000	9	2000
<u> </u>		From	<u> </u>	000	60:		brier Pkwy	,	_			0.75-			
8806 Eden Way N	0.85	13000	G	99%	0%	0%	0% 0%	6 0%	F	0.102	F	0.522	14000	G	2006
<u> </u>		То	<u> </u>				Penta Dr								
		From		-		Bainb	ridge Blvd								
Anne Ave		450	G							0.089	F	0.61	450	G	2006
		То				Arl	ie Street								
		From	-			Ca	anal Dr								
Baywood Trail		370	G							0.114	F	0.523	370	G	2006
		To				Me	iggs Rd								
	_														_

					•	., 0. 0	nesap	ounto								
Route	Length AADT	QA	4Tire	Bus	S				2Trail	(JC)	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Chesapeake	From:	ī			Cent	terville	Turnpik	e South			-1-					
Beaverdam Road	500	G				101 11110	Turrpin	o Bouni			0.101	F	0.644	500	G	200
	To					Long	Ridge R	d								
	From:					Willo	w Oak I)r								
Beckley Lane	290	G									0.149	F		320	G	200
	To:						ham Lan									
Director Dal	From:	<u> </u>				Brier (Cliff Cre	est				_		000	0	200
Birchleaf Rd	210 _{To:}	G				Mill	Pond Dr	r			0.145	F		220	G	200
	From:	l					oyard Rd									
Burson Dr	800	G				Silip	byaru Ku				0.105	F	0.714	800	G	200
24.00.12.	To:					Orang	gewood R	Rd				•	•	000		
	From:						iver Ave									
Chatanooga St	510	G									0.101	F		560	G	200
	To:					Wa	aters Rd									
	From:					Battle	field Blv	vd								
Coastal Way	1200	G									0.106	F		1400	G	200
	To:						ams Dr									
Communit Dir	From:	<u> </u>				Ce	dar Rd					_		4500		000
Conquest Dr	1400	G				A 11s amas	arle Dr S	The co			0.122	F		1500	G	200
	From:	l									+					
Conrad Ave	1800	G				G. wasn	nington F	iwy			0.087	F	0.565	2000	G	200
Comac / WC	To:	Ť				Bu	utler St				7	•	0.000	2000	Ü	200
	From:						on Drive	e.			İ					
Cottonwood Lane	150	G				Glos	on Dire				0.118	F		160	G	200
	To					Lene	ore Trail	i								
	From:					Wil	lson Rd									
Cypress Street	840	G									0.132	F	0.513	840	G	200
	To:					Is	saac St									
	From:					Ve	ellen St									
Debbs Lane	250	G					11 0				0.108	F		270	G	200
		<u> </u>					ellen St									
Dove Dr	From: 200	G				Wa	rrick Rd				0.152	F		220	G	200
Dove Di	To:	<u> </u>				Butt	terfly Dr				0.132	'		220	G	200
	From:	I					lmar Dr				i					
Essex Dr	680	G				Kai	iiiai Di				0.113	F		740	G	200
	To:					King	s Way D	r								
	From:					Jı	ule Dr									
Etheridge Manor Blvd	12000	G									0.096	F		13000	G	200
	To					Shiff	ford Lane	e								
	From:					Eden	bridge D)r								
Etheridge Road	2500	G									0.097	F	0.633	2500	G	200
	To:						tress Rd									
E Dl. d	From:	ᄂᢩ				Sa	aul Dr					_		500	_	000
Eva Blvd	530	G				M	arge Dr				0.100	F		580	G	200
	From:	<u> </u>														
Fairway Drive	2000	G				Green	brier Pky	мy			0.122	F	0.716	2000	G	200
i all way Dilve	2000 To:					Cra	nston Dr				7	'	0.7 10	2000	9	200
	From	I					nell Rd				i					
Fireman St	680	G)II	.v.ı ıvu				0.089	F		740	G	200
	To:					Τυ	attle St									
	From:					Cec	ilia Terr									
Flemming Circle	350	G									0.105	F	0.579	350	G	200
	To:					Ce	dar Rd									

					City of C	nesapeake							
Route	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Chesapeake	From	1			Brambi	lewood Ct							
Forest Cove Rd	450	G			Diame	e mood or		0.089	F	0.598	450	G	2006
	To				Wins	low Ave							
	From				John	ston Rd							
Frank Dr	1100	G						0.102	F	0.711	1200	G	200
	To:					ield Blvd							
Franklin Ctraat	From:	<u> </u>			Cou	ntry Rd		0.005	_	0.517	2400	0	200
Franklin Street	2400 _{то:}	G			Rainbr	idge Blvd		0.085	F	0.517	2400	G	200
	From	! 				ert Ave		1					
Gilmerton Rd	5200	G			Albi	II AVC		0.092	F		5700	G	200
	To				Gene	eve Ave							
	From				Colli	ns Blvd.							
Greendell Rd	230	G						0.109	F		250	G	200
	To				Ashi	land Dr							
_	From:				Gala	ihad Dr			_			_	
Guenevere Dr	1600 _{то}	G			~	D.		0.1	F		1700	G	200
						an Dr							
Hawksley Rd	380	G			Bar	ksdale		0.101	F		410	G	200
i iawnoiey Ru	38U To:	٦			Glen	view Rd		0.101	۲		410	G	200
	From	! 				cliff Dr		+					
Hollygate Lane	370	G			Tille	CIIII DI		0.103	F		410	G	200
. ,3	To:				Brian	wood Dr							
	From				Plac	id Way							
Hunningdon Woods Blv	870	G						0.084	F		950	G	200
	To				Kemp	sville Rd							
	From:				Caı	nal Rd							
Iowa St	660	G						0.111	F		720	G	200
	To:					noma Dr							
las man Dal	From	<u> </u>			Gre	egg St			_		070	0	200
Joyner Rd	250	G			Gr	ant St		0.134	F		270	G	200
	From	l				ker Rd							
Keeling Dr	550	G			Pal	ker Ku		0.111	F	0.508	550	G	200
. 100m.lg 21	To:	Ť			Lob	dell Ct		<u> </u>	•	0.000	000		_00
	From					River Rd							
Kemp Lane	300	G						0.104	F		330	G	200
	To				E. Ke	mp Lane							
	From:				Col	b Ave							
Laurel Ave	530	G						0.086	F		580	G	200
	To	<u> </u>				eby Ave							
Liles Ares	From	لب			Corn	ick Ave			_		4500		000
Lilac Ave	1400 To:	G			Dos	ris Ave		0.099	F		1500	G	200
	From	<u> </u>						+					
Lincoln Road	170	G			Du	ınn St		0.155	F	0.667	170	G	200
Lincoln I toda	To				Out	law St			'	0.007	170	5	200
	From					lale Dr		i					
Lindsey Ave	240	G			Lill	2-1		0.120	F		240	G	200
•	То				Water	field Ave							
	From				Baug	her Ave							
Lofurno Rd	190	G						0.101	F		210	G	200
	To				Bour	nds Ave]					
	From				Battlef	ield Blvd							
Marion Dr	1200	G						0.101	F		1200	G	200
	To	<u> </u>			Johns	town Rd							

						Oncoapeane							
Route	Length AADT	QA	4Tire	Bus		Truck- e 3+Axle 1T		K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Chesapeake	Fron					1 4							
Marlboro St	220	G			Cu	alpeper Ave		0.168	F		240	G	2006
Manboro ot	220	Ť			W	inslow Ave		0.100			240	J	2000
	Fron	1				aff Loop Ct							
Masters Row Ct	540	G						0.097	F		590	G	200
	To				F	Brassie Ct							
	Fron				Н	Ialedon Rd							
McCosh Dr	950	G						0.101	F		1000	G	200
	To				D	Ouffield Pl							
Michael Da	Fron	<u> </u>			Bro	oadmoor Ave			_		00	0	200
Michael Dr	70	G				Texas St		0.185	F		80	G	200
	Fron	1											
Millwood Ave	1600	G				Clover Dr		0.102	F		1700	G	200
	To				E	. Royce Dr							
	Fron				I	Parker Rd							
Natchez Terr	540	G						0.114	F		540	G	200
	To				Fox	gate Quarter							
	Fron				Joh	hnstown Rd							
Newberry Dr	570	G						0.095	F		620	G	200
		<u> </u>				orse Run Dr							
Oak Dr	From 310	G			Woo	odcroft Lane		0.106	F		340	G	200
Oak Di	310 To				Tv	re Neck Rd		0.100	Г		340	G	200
	Fron	1				/ictoria Dr							
Old Dr	1300	G				ICIOITA DI		0.122	F		1400	G	200
	Т				I	Barlett Dr							
	Fron	1			Cam	postella Road							
Omar St	430	G						0.091	F		470	G	200
	To					Faye St							
	Fron				Eı	nglish Ave							
Philadelphia St	40	G				C11 A		0.143	F		48	G	200
	Fron					Miller Ave							
Poplar Ridge Dr	270	G			Et	theridge Rd		0.123	F		270	G	200
i opiai Mage Di	210	Ť			Sand	ilewood Lane		0.123	'		210	J	200
	Fron	1				rik Paul Dr							
Priscilla Lane	790	G				in ruar Dr		0.094	F		790	G	200
	Т				Lo	oretta Lane							
	Fron				Gt	reenway Dr							
Queenswood Terr	130	G						0.117	F	0.546	140	G	200
	Te				Roy	yal Grant Dr							
D: 0 1 D 1	Fron	Ļ			Can	mpostella Rd			_		500	•	000
River Creek Rd	530	G			De	ooker Street		0.111	F		530	G	200
	Fron	<u> </u>						+					
Robert Hall Blvd	4400	G			Batt	tlefield Blvd		0.091	F		4800	G	200
oboit i idii biya	4400	Ť			M	ilitary Hwy		<u> </u>	•		.500	•	200
	Fron					nepherds Ct		i					
Shepherds Gate	240	G			511			0.122	F		260	G	200
	Т				Loga	ans Mill Terr							
	Fron				Si	r Meliot Ct							
Sir Meliot Dr	760	G	-				 -	0.099	F		830	G	200
	To	<u> </u>				awbridge Dr	 	<u> </u>					
0	Fron	ب			(Cricket Ct	 		_		1000		
Smokey Mountain Tr	1300 _{та}	G			***	odraind W		0.086	F		1300	G	200
	10	I			Woo	odwind Way		1					

						City of Chesapeake							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake													
		From:				Woodberry Dr							
Southfield Dr		100	G					0.12	F		110	G	2006
		To-				Bartell Dr							
		From:				Scarlett Dr							
Stadium Dr		2000	G					0.143	F		2100	G	2006
		To:				Mt Pleasant Rd							
		From:				Golden Hind Rd							
Strafford Dr		300	G					0.102	F		330	G	2006
		To:				Harding Dr							
		From:				Goldcrest Dr							
Tanglewood Tr		350	G					0.109	F		380	G	2006
		To:				Trilby Ct							
		From:				Fairview St							
Tatemstown Rd		2600	G					0.073	F		2900	G	2006
		To:				Peter Rd							
		From:				Bruin Rd							
Terry Dr		1000	G					0.092	F		1100	G	2006
		To:				Brittany Way							
		From:				Bulldog Dr						_	
Tinter St		2400	G					0.088	F		2700	G	2006
		To				Volvo Pkwy							
		From:				Campostella Rd							
Wadena Rd		840	G					0.106	F		840	G	2006
		To:				Gratton Street							
		From:				Cedar Rd							
Warrick Rd		1000	G					0.101	F		1100	G	2006
		To				Butterfly Dr							
		From:				Waters Rd							
Washington Dr		760	G					0.103	F	0.606	760	G	2006
		To:				E. Street							
		From:				Magnolia Ave							
Winslow Ave		350	G					0.138	F		390	G	2006
		To:				Marlboro St							
		From:				George Wash. Hwy							
Yadkins Rd		3900	G					0.097	F		4300	G	2006
		To:				I-64							